TARGET AUDIENCE: Readiness & Operations Flights

AFCESA A-GRAM

AIR FORCE CIVIL ENGINEER SUPPORT AGENCY

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MOBILE AIRCRAFT ARRESTING SYSTEM INSTALLATION

SYNOPSIS:
We have recently completed volume 8 of the Air Force Handbook 10-222 series. This volume provides detailed information relating to installation of the mobile aircraft arresting system.

MOBILE AIRCRAFT ARRESTING SYSTEM INSTALLATION:
Numerous situations can require civil engineers to provide airfield support at bare bases, deployment locations, or even home stations. Deployment planning often requires that airfields support fighters and cargo aircraft early in the deployment. The Mobile Aircraft Arresting System (MAAS) has become an increasingly flexible system for worldwide support. In addition to its original installation methods as a stand-alone barrier for minimum operating strips, the MAAS can support longer-term contingency deployments and use both the standard Fairlead Beam and the new Lightweight Fairlead Beam (LWFB). With either the MAAS can be installed up to 200 feet away from the runway's edge. Use of the MAAS with Fairlead beams to support fighter aircraft also provides a decreased profile and allows wide-body aircraft to operate on MAAS-equipped contingency runways.

This handbook incorporates research/test findings, lessons learned, and changes/corrections to technical orders. It provides installation instructions, including:

- A consolidated listing on how to lay out the MAAS and the Fairlead beams
- Use with soil conditions ranging from poor bearing capacity to normal soils
- Installation on both Portland cement concrete and asphaltic cement concrete surfaces
- Permafrost locations
- MAAS with a LWFB installation on Portland cement concrete
- MAAS with the standard beam and LWFB
- Unidirectional and bi-directional operation
- Both 990-foot and 1,200-foot runouts.
- Synchronization pressures and configuration changes for standard and heavyweight fighter aircraft

The handbook presents planning and siting guidelines and step-by-step requirements for installation of the MAAS. It also provides:

- Transition information for the Stanley hydraulic power unit and tools for use with the MAAS and LWFB
- Cautions for use of the MAAS on runways of various widths
- Installation requirements for the alternate installation of the standard Fairlead beam equipped with brackets
- Specific limitations which describe where the MAAS should not be installed

ACCESSIBILITY:
The handbook will be distributed directly to civil engineering units and will be available as an electronic publication. Questions regarding the handbook should be directed to the contact below.

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